

Torque Talk



WEBSITE ADDRESS:

The magazine of Durham Automobile Club

WWW.DURHAMAUTOCLUB.CO.UK

August 2016

Win a bottle of Wine – Competition Inside!!!



The DAC Gymkhana where a bit of motorsport and a barbecue made for a super evening!

Club nights July/August

Durham Auto Club will now meet every Wednesday at 8:00pm at the Honest Lawyer Hotel (see address and web link below).

Honest Lawyer Hotel, Croxdale Bridge, Croxdale, Durham, DH1 3SP.

<http://www.strhotels.co.uk/honest-lawyer-hotel/>

Durham Auto club Website

<http://www.durhamautoclub.co.uk>

August and September club nights:

Aug 24 th	Treasure Hunt	Pam Broom - Venue TBC
Aug 31 st	Nog and Natter	
Sept 4 th	Wearside Classic	Nissan see website for Regs/entry form
Sept 7 th	Nog and Natter	
Sept 14 th	Committee Meeting	Club members can meet in the bar
Sept 21 st	Grass Event	Venue TBC
Sept 28 th	Nog and Natter	

A future events diary appears at the end of this edition of Torque Talk

Editorial

Hi everyone,

What a super night we had at the Gymkhana and Barbecue at Ed Todd's farm just down from Fir Tree (a full report from Pam appears later). Sometimes an event just hits the mark, and this one demonstrated just how good a Wednesday night get together could be! It would be great to think that we could hold some more of this type of event in the future. It was really nice just to meet up, have a chat, and enjoy the great Barbecue that Chris Thirling and Stuart Anderson cooked. A thoroughly enjoyable evening, and thanks once again to all of those involved, especially Pam, Chris and Stuart.

As stated later in the magazine, we are desperate for venues to run Autotests and other club related events. If you know of any potential venues, would you let me or another member of the committee know so that we can make contact and see if arrangements can be made.

The Tyneside stages proved a bit of a mixed bag for our crews, with John Nicholson taking a class win, and our esteemed Chairman suffering a clutch problem which halted any further fun. I had hoped to have been out there to spectate and take in a bit of the action but family commitments meant that I was unable to attend. I will get to a rally soon – honest!!! Andy has written a very comprehensive report which appears later in this edition of Torque Talk along with a couple of photographs of a Peugeot that rolled across the stage finish. The crew was unhurt to the best of my knowledge, and it is a testament to how far we have come in terms of safety equipment and preparation that some monumental accidents are survivable without injury. However I don't think anything could have prepared the cameraman at the BTCC event at Snetterton against a touring car hitting the scaffolding and knocking it over. Very typical of cameramen in general, he continued filming until all he saw was sky and then jumped!!!

We are now well and truly into the holiday season, and judging by some of the driving I witnessed on a trip to London with my Daughter Jess, it would appear that quite a few people only venture out at this time of the year! The journey to South Mimms wasn't too bad, but the journey back took EIGHT hours!!! Delays caused by four accidents, two breakdowns, and some of the worst driving I have seen for a long time. How the guy who crossed from the outside lane of the motorway to the slip road on the left didn't get creamed by ourselves and several trucks is beyond me!

James and I had the opportunity to go to the Touring Car meeting at Knockhill at the weekend just past, and as a circuit I have never been to or raced on, it was good to take a look see as I had heard some good reports of it. I wasn't disappointed! Whilst the circuit is quite short, it did make for some excellent entertainment as the cars completed a lap in under a minute. Added to which, our vantage point in the inner circuit allowed us to see about three quarters of the circuit, with a big screen making up for the rest. Facilities were very good, and some other circuits could learn from the reasonable pricing of food and drink, however the first cup of coffee James had was pretty undrinkable, and I did suggest for his own good that he missed out the middle man and throw it away – he didn't – brave, very brave!!!

Before the meeting, a minutes silence was held in honour of Jack Sears, the first British Saloon Car Championship winner (the BSCC morphed into the BTCC some time ago) What was really great, and summed up the atmosphere at Knockhill was that everyone removed caps and hats and observed the silence – all you could hear was a generator in the pits from where I was standing. With all drivers standing at the start line, it was a fitting tribute to a great driver. The applause and cheers following the silence showed just how much esteem Jack was held in.

Do I detect that in spite of his outward appearance with more bling than you can shake a stick at, Lewis Hamilton is starting to mature – well at least a bit! His mastery of the German GP was testament to this. Knowing that his engine supply is limited, he gained the lead at the start, and then turned the engine down, and maintained a sufficient gap to ensure that he was always just out of DRS range. The Red Bulls seem to be making progress with a second and third, and Nico Rosberg once again proved that unless he starts from the front, he cannot make progress – despite having a new multi-million dollar contract in his pocket!

As for Ferrari, with the departure of James Allison (who I feel really sorry for after losing his wife earlier in the year), and if reports are to be believed, Sergio Marchionne taking more of a hands on approach, is it only a matter of time before Arrivabene is looking for alternative employment?

I was having a bit of a clear out the other day and came across some old motorsport and car magazines and I had to have a bit of a chuckle about some of the adverts in them. Who remembers Mobelec and Sparkright electronic ignition or a device that went between the king lead of the distributor and the coil to “boost performance by up to 10BHP, ease starting and reduce fuel consumption” I did buy a Sparkright Capacitor Discharge ignition (1975 ish) in the hope that I would get a few more horse power, but all I remember it doing is making a bit of a whistling noise, created havoc with the radio with interference, and give me a fair old electric shock when I disconnected it! The 28/36 Weber carburettor on the feeble Opel Kadett 1196 engine was far more effective and made a nice warp warp sound too!!!!

Glad to report that we have had a few more members join the Veterans Register. The ranks are steadily growing, but we could do with some more. I've also started to trawl through some old photos and magazines which Pam has given me, some of which have jogged some memories and are proving very interesting. There is a section on Facebook for old Durham photographs, one of which was a photo of an Autotest being held in a car park in the middle of Darlington (what chance of that happening now!!!), which I think was 1976. I had totally forgotten that I actually did that event until I saw the photo!!!

In keeping with my re-education of rallying and associated motorsport, I thought I would take a look see at the regulations in the Blue Book regarding rallying. It certainly goes on for a fair few pages, and I then got to thinking that if I was just starting out and someone said to me “have a look in the Blue Book for the regulations” just how long my enthusiasm to join the sport would last. That then made me think, how do we encourage future competitors. Track days are quite popular, and there seems to be no shortage of people spending money on their cars, but Autotests and rallies aren't won on amplifier wattage or the size of the bass bin. There also doesn't seem to be any issue with chipping the ECU for better performance, humongous intercoolers or for the less well heeled, a device that plays the sound of a wastegate chattering and closing through a speaker when you close the throttle!!! I can't believe that people have just grown out of being competitive, so what has changed? How do we attract people onto the first rung of the motorsport ladder?

With all the work I have been putting in to finding a job, progress on the Spitfire has slowed somewhat, not helped by concentrating on getting the “old car” ready for sale after its return from the paint shop and various other establishments. However I wasn't prepared for the sunroof sticking half closed (open?) and the sense of dread as the heavens opened! Happily a little manual intervention allowed it to fully close, and I have now secured the two parts required to put it right (hopefully!) For once these parts don't require a second mortgage, being only £1.86 each. The bad news is that to replace them, you have to remove the sunroof. On a freshly painted car which has cost a small fortune to do, I will be taking things very carefully indeed!

Thanks once again to everyone for supplying articles and photos for this month's mag. It really is appreciated. I have to say I am quite proud of the quality of Torque Talk which has only been achieved by the excellent content that I have been sent.

That's it for this month, good luck if competing, and please keep the reports and articles coming!

Marty

P.S. Sunroof repaired – leaf springs incorrectly replaced by the paint shop - £1.86 parts not required – bugger!!!!

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Chairman's Report

During the summer (holiday) period when many clubs and organisations have their summer break, we at DAC don't follow that trend. The DAC program continues to keep you all entertained.

Some events to remind you all about and there will be more information inside this magazine.

1. Pam Broom has been working very hard lately organising events (to many to list here) but she has put on another Treasure hunt which will be held on 24 August 2016 starting and finishing at the Honest Lawyer. Special thanks must go to Pam for the effort she has put in to organise events for the club members.
2. The Wearside Classic at Nissan is fast approaching and if you still want to enter you still have over a week before entries close. We also need marshals to help on the day. Contact Lindsay Burnip (poshbirdincontrol@btinternet.com) if you want to enter the Wearside Classic. Gordon Dundee (Gordon@dundee.fsworld.co.uk) or Peter Sewell (ssewell15@hotmail.com) if you can Marshal. Regs and entry form are all found on the Durham Auto Club website.

We now have nearly 80 members in Durham Auto Club but where are you all hiding on a Wednesday night? Pop along for a drink and meet your fellow club members. The Honest Lawyer serves great food, so why not bring along your friends and family and make a night of it.

I must thank everyone on the Committee for their support and commitment so far this year. It has made my 6 months as Chairman so easy with all of their support and knowledge and I know I can count on their support for the rest of the year. But we need new faces in the back ground to help support those committee members who are on holiday, busy with work or like our long serving Membership Secretary, travelling around Australia. Therefore we are looking for people to support key roles on the committee. You will learn the role of the committee and the role you are supporting. You will be able to attend Committee meetings and be co-opted onto the committee when you need to support. If you are interested please contact me or another member of the committee. New faces and new ideas will help grow the club and the events we put on for you.

I know I often say if you are out competing stay safe. Well I was competing on the Tyneside rally on August 7th and car 70 had a big accident at the end of stage 1 (please see my report further inside the magazine for some pictures of the car). We hear a lot of people complaining about the need and cost of safety equipment, but when you see the state of this car and the fact that both crew members escaped with only bruises it shows the protection these safety devices give. Helmets, HANs, Seats, Harnesses, Roll cages, Fire extinguishers all have their jobs to play to keep you safe no matter what happens.

So if you are out competing stay safe and let us know how you got on and we hope to see you at our future club events.

Andy Brown

Chairman of Durham Automobile Club

The Honest Lawyer, Croxdale Bridge

Durham DH1 3SP

The hotel's renowned AA rosette awarded Baileys Bar and Restaurant. Food served all day, offering a quality combination of locally sourced food, a relaxed atmosphere and friendly service.

Menus change seasonally, created by respected Executive Head Chef Harry Bailie, with inspired dishes and hearty classics.

Bailey's bar offers a more relaxed dining option, where dishes such as the popular Homemade classic steak burger; fish and chips served, along with an extensive selection of beers, wines, spirits. Speciality teas and coffees are available throughout the day, along with a lite-bite lunch menu.

We look forward to seeing you!



Chris Boddy Memorial Autotest - Sunday 24th July 2016 - Whitby Motor Club

This was set up to remember poor Chris, who was a mechanic at Chris Birkbeck's rally school at Brotton. He died last year at a young age of a brain haemorrhage, leaving a young wife and baby son. The plan is to run an event each year at the rally school to help his son.

Three test areas were set up around the venue. All tests were easy all forward and very fast. Some of the best autotesting I have ever done! It was a little like Tranwell, but lots more gravel and faster. Yes it was an Autotest, not a rally, honest!

21 competitors started and dust soon became a problem. You created a dust cloud on the way up, turned round and had to drive back through it. You just had to guess where the cones were. We did 3 runs of the 3 tests before lunch. Everyone loved the tests. We even had Chris Birkbeck, Ryan Champion and Andy Davidson competing. Three top rally drivers. Ryan and Andy were soon setting the pace in their Micra's. They were the ones to catch. Chris kept getting wrong tests, just to give us all a chance!

After lunch we did 4 head to head tests on the grass field. It brought back memories of my Autocross days.

The RWD's were being led by AI in the Mazda RX8, being chased hard by two BMW rally cars with two drivers in each. Then Andy and Martin Cockerill in the MX5.

I was in my poor Proton, now on its 60th event. I had young Brandon in the passenger seat keeping me right, and managed to finish 4th overall - the 30 year old Colway's doing a good job despite the rubber going a little hard. I knew if I kept them long enough, they would come in useful sometime.

Ryan took 1st, Andy 2nd, Nick Colman 3rd in the Corsa. Mark Nicholson from DAC managed 7th in his Mini Moke despite the dust problem, which was quite an achievement as the Moke didn't have any roof or sides! First RWD AI, finished 9th.

Peter Masters



DAC Veterans Register

Great to hear from two more ex members who have joined the Veterans Register. Welcome Patrick Turnbull and Stewart Henderson, who I'm sure quite a few members will remember from the dim and distant past!

The Veterans Register is starting to fill up, but I still haven't had any contact from those members who attended the new venue event we had all those months ago. As before, if anyone can send me details, I will pester them and add them to the register.

Many thanks

Marty

Urgent Appeal:

We are in desperate need of venues to run Autotests and other club related events

If you know of anywhere that could possibly be used as a location for an event, could you let me or another committee member know so that we can make contact with them to see if arrangements can be made.

Email me at dacveterans@gmail.com or contact any committee member

Many thanks

Marty

Tyneside stage 2016

Change of car and driver for this year's Tyneside stages because Ed Todd was waiting for rally baby number 3 to arrive. I offered my services to Tim Seipel from Stafford as he was struggling to find a co-driver. I have done many rallies over Otterburn so my experience and knowledge of the ranges was reassuring to Tim as he is more used to the roads over Epynt in Wales.

I met Tim for the first time at the Recce, but the recce, scrutineering and documentation were all completed without any hitches. During the recce I was able to guide Tim on the best places to push and the corners where severe caution was required.

This year's Tyneside stages consisted of 12 stages covering just over 60 competitive miles and some long road sections to get to Stage 1 (later run as SS4) and Stage 2 (later run as SS5).

There was a good entry of 87 cars and we were seeded as car 38. The weather on Sunday was dry in the morning, so off we went for a 30 minute road section to SS1 starting at Cottonshope. As it was our first time together the nerves were kicking in as you are never sure how long it will take to settle into a rhythm where the notes and the stages flow smoothly. Off we went into SS1 and I'm calling 40 7L 400/smCs, and at the 7L Tim goes a little wide. OMG "stop and let me out" rushed through my head. A further mile into the stage we came across a SQL with a bale inside and Tim overshot the junction but just managed to get it around. But after that it all clicked and we started to post some good stage times.

Another 30 minute road section was next to reach SS2 the Riverside. Now I'm not a fan of the Riverside as it is very tight and twisty in places and I've been off twice on this stage over the years. It requires a twisty blast along a river on the North side. Half way through the stage you cross over a wooden bridge and then follow the river line again.

However we had a great stage, the notes and Tim's speed just clicked. We got to the finish and I stopped my stop watch at 2.31. There was an issue with the stop line times but they put down 2.31 on my time card as I showed them my stop watch. They said it would be all sorted later.

A small but very rough road section lead us to SS3 which would take us over Watty Bells back to Dudlees farm and service. Another good stage with no problems apart from the clutch pedal sticking slightly.

The organisers gave us 15 mins Service which just allowed enough time for a splash of fuel and to kick the tyres etc.

SS4, SS5 and SS6 would be a re-run of SS1, SS2 and SS3.

We had a much better run through SS4 (8 seconds quicker) and Tim got every corner spot on. At the flying finish which was a 5L over a cattle grid, there was a rather crumpled car. Taking corners quickly on cattle grids is never easy as tyres lack grip on the polished cattle grid bars. At first I thought it was a Ford Escort MK11 but it was actually a well crumpled Peugeot 205. Thanks to the safety equipment we now have in rally cars the crew were able to climb out with only a few bruises.



SS5 a re- run of the River stage went even better and we stopped the clock at 2.44. How was that, as we did a 2.31 on the previous run and this was definitely quicker? Mmmmmmm all I could think was there was an issue with my stop watch. Weird as it had been ok before and the times were matching the rally clocks. The organisers later gave us a 2.48 for SS2 which was some 17 seconds slower than my stop watch. I think I may have caught my stop watch during the stage as this could only explain how we were quicker on SS5 but my watch showed us some 13 seconds slower.

SS6 a re-run of SS3 would take us back to service. On the start line of SS6, Tim couldn't get into 1st gear as the clutch had failed. So he stopped the engine, put it into 1st gear and when the light went green he cranked the car on the starter motor to bump start the car. Off we went, but about a mile into the stage we had a spin on a 5R though dip to 8L. Luckily we stayed on the road but it stalled facing the wrong way. Tim cranked the car off onto the grass and carried out a 3 point turn on the starter motor. Once we had lined the car up with the road off we went again bump starting the car on the starter motor.

We had been passed by a Hillman Avenger, who was now 15 seconds in front of us. We chased him and caught him through Watty bells but decided to follow him as we had no clutch at all. We managed to get back into service but retired in service trying to fix a failed clutch cable and clutch release bearing.



Although it was disappointing to retire I was pleased with the performance and speed of Tim in his MG ZR. OK there were still some areas where I was calling it flat and he had a slight lift, but other than that our runs over the first five stages were good and we were heading the correct way up the leader board.

Andy.

Our endeavours at the Tranwell PCA Saturday 16th July 2016



Simon Jennings had carefully prepared the little red Peugeot 106 for this event, tyres changed to the snow variety for the broken surfaces of the old wartime airfield and a new air freshener, (ok lied about the air freshener)! Unfortunately the human element was not as fine-tuned, with a bout of sickness keeping Simon up the night before and myself having to work a nightshift, at least I had time to change my clothes before Simon picked me up and we set off to Northumberland at 6:30am!

On arrival at the old airfield, on what was a gloriously hot day, we got ourselves signed on and set about walking the tests, we were overtaken a few times by Tom Hall on his bike and had no chance of catching Daniel and 'Darkie' Lewis who were running around the course like Benny Hill!

Archie Simmonds and Tom Hall started the proceedings on test No1 in the well turned out MG Midget at 9am, Tom being double entered with his Riley Elf, which sprung a coolant leak half way through and required nursing with copious amounts of water to the finish!

The field consisted of 30 cars; we were lucky number 13 behind the BMW 318is of 'Darkie' Lewis No 12, the field was split into two classes, front and rear wheel drive.

The morning sessions consisted of tests 1 to 5, for test 1/3 we managed to shave 15 seconds of the first run (finding our feet I guess)! Tests 2 & 4 saw us cut our previous time by 2 seconds, followed test 5 which was the previous tests joined together to make one longer route. The fairly standard Pug suffered a little on the longer run to more powerful and modified rivals. After test 5 it was time for a lunch break and another opportunity for ourselves and others to walk the last tests in the heat and dust.



At the half way point we were lying 7th in class and 13th overall, which looking at some of the machines was pretty respectable indeed, so far we were very pleased. The session re-started with Test 6, a re-run of test 5 then the remaining four tests which were the same as the mornings but run in reverse. Again we managed to shave 1 or 2 seconds off on our 1st run of the tests, however the run home on the very final test 10, which had been going very well saw us take some damage which turned out to be a split front offside alloy, remarkably we were only 2 seconds slower than the first run, nursing the Pug to the finish.

We ended up 9th in class and 15th overall with a total of 487 seconds; we estimated this would have been 7th and 13th without the wheel issue. 1st overall were Archie Simmonds and Tom Hall in the MG Midget with a total of 430 secs.



Whickham Motor Clubs Tranwell event is definitely one not to be missed, a superb event on mixed surfaces. The sump guard was an essential piece of kit however, with stones being churned up the size of dinner plates; no doubt one of these killed the Pugs front alloy!

We will definitely be back next year ☺

Clive White

GYMKHANA REPORT 27th July 2016

After all the dry days and nights we have had in the last couple of weeks it was Murphy's Law that the heavens opened on Tuesday afternoon and all night too! I was a bit worried about the field we were using...but No problem.

I went up to Ed's place on Wednesday afternoon to have a bash at setting out the Tests.....though Pete Masters had drawn the tests for me before he went away I was still 'batting in the dark'....I knew for a Gymkhana event we could not have a 'speed' test as such so decided to run it as more of a regularity with slow and consistent being the winner!

(I had thought of doing an event with carrying water in a container on your bonnet or roof, or a tennis ball on a plate blue tacked to your bonnet but given the slope in the field that was never going to work!!)

Anyway the field was in good condition and remained that way I am pleased to say.

We had 11 competitors in a variety of cars and while the instructions had said ROAD TYRES only no 'knobbles' Ed Todd took it to the extreme....his tyres had been road worthy a LONG TIME AGO...being as smooth as a babies bum!

Anyway we had three tests with each test being run 3 times...the fastest run was discounted and then the time difference between the next two runs was the counting scores....

i.e. 56 secs 43 secs 52 secs - discount 43secs **score being 4 secs** the difference between the other two runs!

Test 3 had a reverse slalom up the hill but due to the smell of burning clutches an executive decision was made to do run 2 and 3 on this test all forwards rather than break any cars as everyone had driven their cars to the event!

We all had a great time and a good laugh and there was some gamesmanship in play at times and some friendly rivalry too.

We got two new members on the night Declan Longstaff who works for Ed Todd and acquitted himself very well and Steve Stokell who went on to WIN the event – we will have to watch this guy!!

Chris Thirling and Stuart Anderson made fine chefs and put on a great BBQ... with food being available from early in the proceedings so energy levels were kept up throughout. There was also plenty of cold drinks and brilliant banter!

We had asked for donations for the food rather than setting a fixed amount. Ed had kindly let us have the venue for free but wanted to make a contribution to the local Witton Le Wear Community Fund...He got a MEGA £75...for a good cause!

Thanks everyone that turned out, competitors, my team of helpers, Pete & Sue Sewell, Nikki & Sam Halliwell and Lindsay. Also thanks again to the chefs (Also to Lewis and Chris who went round at the end and collected all the stakes and cones for me!) And those club members that just came along to support the event and have some food and 'craic'!!

It was a good night!

Pam

DURHAM AUTOMOBILE CLUB GYMKHANA RESULTS..

NAME	EVEN T 1/1	EVEN T 1/2	EVEN T 1/3	TO COUN T	EVEN T 2/1	EVENT2/ 2	EVENT2/ 3	TO COUN T	EVENT3/ 1	EVEN T 3/2	EVEN T 3/3	TO COUN T	TOTA L	PLAC E
STEVE STOKELL	37	37	32	0	27	26	26	1	76	74	60	2	3	1
ED TODD	33	31	33	0	26	26	27	1	72	84	87	3	4	2
SIMON JENNINGS	38	32	31	6	27	25	25	2	77	76	62	1	9	3
MICK STEAD	65	59	57	6	34	36	34	2	106	104	83	2	10	4
ANDY BROWN	36	37	37	0	34	26	25	8	87	58	80	7	13	5
DECLAN LONGSTAFF	43	31	30	8	30	27	27	3	70	50	56	14	25	6
ALASTAIR DUNDEE	40	39	37	1	27	28	28	0	89	58	59	30	31	7
TOM BURROWS	58	53	52	5	43	49	44	5	126	96	99	27	37	8
IAN BURROWS	52	43	58	6	46	42	44	2	141	94	100	41	49	9
CAROLINE FARMER	61	64	55	3	40	42	44	2	164	90	98	66	71	10
ROGER BROOM	52	43	63	5	37	47	52	5	186	84	83	102	112	11

 Discounted scores





Silverstone Classic:

This is a three day spectacle with everything on offer for the classic car enthusiast. The weekend turned out to be the Porsche Club's national day with well over 1000 cars on parade. We were there courtesy of JET Fuels as they were event sponsors. We had a great day as VIP guests in the Formula 1 hospitality unit and were suitably wined and dined!!

I was surprised at the pace of the historic saloon cars. The Cortina's and the Mini's seemed to be going way faster than ever did in the 60's and 70's. I am told that the Mini's are shoving out over 140 bhp and goodness knows how much power the Lotus engines are producing. This power has come with special cranks, computer designed camshafts and all sorts of trick bits with the suspensions. My insider friend reckons that the Mini's have over two grand's worth of suspension bits on them!! It was good to see the Can Am cars competing and the Group C cars heading into the evening. Saturday is the day to go as there is over 12 hours of action as well as bands playing into the darkness.



Prescott Hill Climb: Celebrating 70 years of the COOPER MARQUE.

I was asked to take my 50 year old Mini-Cooper to the Gloucestershire Hill Climb as it was a class record holder back in the 60's and 70's. It was very pleasant to go back to the hill climb arena where I competed for 15 years in my youth. Back in those days there were about ten of us racing Mini's, we were all good mates but still competitive. Sadly, I organised a reunion for the remaining four of us. We were promised a couple of demo runs up the hill, but some of the old Cooper racing cars, managed to break down, drop oil over the track and even some of them left the road!! So unfortunately we never even got one run up the hill. But it was great to catch up with old mates and have a good chat with Paddy Hopkirk and team manager from the BMC Team Manager.

Paddy Hopkirk is now an ambassador for the IAM driving academy and as my wife Wendy is training to be an IAM observer they ended up having a good chat about Advanced Driving. The picture shows them talking about how to bring a hand brake turn into the IAM experience!! I Jest!!



Paddy Hopkirk. Mike Cooper Junior. Basil Wales.



Wendy discussing the merits of including a handbrake turn in the IAM test with Paddy Hopkirk and La Ferrari, 0 – 120 in 7 seconds!!!

DAC Practice Jogularity (Regularity) Club Night. Wednesday 3rd August.

Five club member crews turned up at Ridley's Garage in Tow Law for a Practice Jogularity. Nicky Porter gave a ten minute talk about the disciplines and the differences between Jogularities and Regularities and OH, the FUDGE Factor!! A 15 mile route around Satley was enjoyed by four of the crews, the fifth losing there way!! The best on the night were Simon and Clive in their in their Alfa Romeo and Roger and Ed 2nd in their Puma. Pam Broom navigated by our Club Chairman were third after losing a few seconds on the last hairpin junction. That's what I mean about the Fudge Factor!!

The evening finished up at Robert and Sue's pub, The Cross Keys at Hamsterley, where a drink or a cup of coffee was most welcome.

How's about a scenic drive next summer and finishing back at the Cross Keys?

Nicky Porter.

Competition

Courtesy of our President, below are two photos of a rare car. The first member to email me with make and model to dacveterans@live.co.uk will win a bottle of wine provided by Nicky. Good Luck!!!!



Competition open to paid up DAC Club Members ONLY. The Editor's decision is final.

DAC Club Events – Cont'd 2016

As Durham Auto Club events calendar is progressing well I thought I would pen a few lines about a couple of events which the club has held for its members.

Grass Track event (Gymkhana) at Ed Todd's farm.

It has been a few years since DAC held one of these events and I was always in the navigator's seat. But this time I had my own car there, a Proton Rally Car (PRC). But you don't need a competition car for these events as any car will do. These events put no strain on your car or even on your wallet, just lots of fun.

I took along Stephen Stokell who had just joined the club and this was his first event.

We had to do 3 tests, each test you had 3 runs and the quickest time was deleted. Your test score was the difference between your 2 slowest times. Easy to understand? Well there was a few blank faces at the start.

So it was based on consistency rather than outright speed. So it didn't matter what car you had or how good your driving skills were, it was how good you were at driving the same speed over the test.

Test 3 was slightly different as your first attempt was to drive forward to the midpoint of the test then reverse back to the finish. This was not as easy as it sounded and some big scores would be clocked up here as the 2nd and 3rd pass were all forward. I dropped most of my time here.

Some crews were driving really slowly and others, especially our host, who didn't want his grass cut up, thrashed a Seat Leone around the course to finish second overall.

But more surprisingly our new DAC member sitting in my PRC, took the overall honours on his first event. Maybe it was down to his excellent navigator and his navigator's PRC, or is this someone to look out for in the future? It didn't matter as we all had a great time.

After the tests we tucked into a great BBQ that Chris Thirling and Stuart Anderson cooked.

It must have been good as the smell of the sausages and burgers attracted Fred Henderson who dropped in with his helicopter. The next Grass Track event will be at Stuart Andersons so get this in your diary and come along for some good cheap fun.

Andy Brown

Practise Jogularity organised by Nicky Porter

Nicky kindly organised a training session by holding a Jogularity which involves following instructions and arriving at key locations at the correct time averaging a speed of 30mph.

After the training session, where Nicky explained what to do and offered some tips as well, we set off from Ridley Tyres and Exhausts in Tow Law. The course only lasted 30 mins but there was a lot to concentrate on.

I was piloting Pam Broom with Stephen Stokell riding shot gun in the back. We had to follow the route laid out on the instruction sheet. It gave a description of the key location stating the exact mileage and time you had to be at that location.

All was going well with the need to slow down and speed up on sections to keep us on time.

Entering a hairpin right we noticed Nicky sat at the secret final control just around the corner. But the Isuzu trooper refused to negotiate the hairpin in one attempt. So after a 3 point turn we stopped on the control some 9 seconds down.

The finish venue, was the Cross Keys in Hamsterley, run by Robert and Michael Wilkinson. We finished 3rd overall on this first practise session. Next time it's for real and we've learned a few tips along the way as well.

Thanks to Nicky and Wendy for organising the training session. Also thanks to Robert and Michael for allowing us to finish at their pub in Hamsterley. Good food as well if you fancy popping in for a visit.

Andy Brown

Forthcoming Events

A future events diary appears at the end of this edition of Torque Talk

Rallies

Date	Event	Location	Marshals	Radio
Fri 19 th and Sat 20 th August	Ulster Rally		www.ulsterrally.com	
Sat 10 th September	Galloway Hills	Castle Douglas	jjbwallace@tiscali.co.uk	
Sunday 11 th September	Pendragon Stages	Warcop		Lindsay Burnip poshbirdincontrol@btinternet.com
Fri 30 th Sept Sat 1 st Oct	Rally Yorkshire		www.trackrodmotorclub.co.uk	
Sun 9 th October	Cheviot Stages	Otterburn		Lindsay Burnip poshbirdincontrol@btinternet.com
14 th -16 th October	Mull Rally	Mull	http://mullrally.org/marshal-registration/online registration	http://mullrally.org/radio-reg/

Autotests

Due to lack of numbers, and the financial impact of this, the remaining rounds of the DAC Croft Autotest Series have been cancelled.

Thanks to Direct Car Parts for their sponsorship of the events which took place

Hartlepool & District Motor Club - Dates for 2016

1. 28/08/16 Aug Clubman A/T & PCA AFW (b/h) (Practical Car & Van Hire)
@ Seaton Carew
2. 25/09/16 Sept Nat B/Clubman A/T (Tones Cars.co.uk) @ Seaton Carew
*
3. 23/10/16 Oct Clubman A/T AFW (Practical Car & Van Hire) @ Seaton Carew

AFW = all forward

(Events marked * are possible Association Autotest championship dates)

DAC DIARY

All events are either confirmed or are in an advanced state of organisation. However events may be subject to cancellation/re-arrangement at short notice.

April 27 th	Nog and Natter	
May 4 th	Navigational Training	Andy Brown (bring map 88, pencil, rubber and torch)
May 11 th	Committee Meeting	Club members can meet in the bar
May 14 th	Croft Auto Test	see website for Regs/entry form
May 18 th	Treasure Hunt	Pam Broom
May 25 th	Nog and Natter	
June 1 st	Nog and Natter	
June 8 th	Committee Meeting	Club members can meet in the bar
June 15 th	Scatter	Peter Masters (Start/finish Honest Lawyer)
June 22 nd	Nog and Natter	
June 29 th	Marshals on line course	TBC
July 2 nd	Croft Auto test	see website for Regs/entry form
July 6 th	Committee Meeting	Note new date! Club members can meet in the bar
July 10 th	Auto Jumble and Car display	Pam Broom - Witton Castle
July 13 th	Nog and Natter	
July 20 th	Nog and Natter	
July 27 th	Grass Track Event	Witton le Wear
Aug 3 rd	Regularity	Nicky Porter date TBC
Aug 10 th	Committee Meeting	Club members can meet in the bar
Aug 17 th	Nog and Natter	
Aug 24 th	Treasure Hunt	Pam Broom - Venue TBC
Aug 31 st	Nog and Natter	
Sept 4 th	Wearside Classic	Nissan see website for Regs/entry form
Sept 7 th	Nog and Natter	
Sept 14 th	Committee Meeting	Club members can meet in the bar
Sept 21 st	Grass Event	Venue TBC
Sept 28 th	Nog and Natter	
Oct 5 th	Nog and Natter	
Oct 12 th	Committee Meeting	Club members can meet in the bar
Oct 19 th	Nicky Porters Adventures	TBC
Oct 26 th	Nog and Natter	
Nov 2 nd	DAC Members Video Night	TBC
Nov 9 th	Committee Meeting	Club members can meet in the bar
Nov 23 rd	Table top Rally	Gordon Dundee
Nov 30 th	Nog and Natter	
Dec 7 th	Nog and Natter	
Dec 14 th	Committee Meeting	Club members can meet in the bar
Dec 21 st	Quiz	John Nicholson
Dec 28 th	Nog and Natter	

Officers and Committee Members 2016

Please do not pass on these details to any third party without the persons' permission

This list will be updated as and when necessary

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Disclaimer:

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